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CLAIMS

There is claimed:

1-6. (Cancelled)

7. (Currently amended) ~~Vehicle set forth in one of the previous claims,~~
~~characterised in that the sets of pivots (5 and 7) claim 13 or 14, wherein the first and~~
~~second pivot means~~ comprise respectively a front set of pivots (5) capable of
swivelling adapted to swivel ~~the hood (4) from the rear to the front and a rear set of~~
~~pivots (7), located nearer the rear of the boot and the hood than the front set of~~
~~pivots and capable of swivelling adapted to swivel~~ said hood (4) from the front
towards the rear.

8. (Currently amended) ~~Vehicle~~ The vehicle ~~set forth in claims 4 and 7,~~
~~characterised in that claim 7, wherein:~~

- the first engaging means comprise hooks,
- the front set of pivots (5) is located at the front of the boot and the hood and
the rear set of pivots (7) is located at the rear of the boot and the hood;
- and, at the front, the hooks (16) are open towards the front and, at the rear,
the hooks are open towards the rear.

9-12. (Cancelled)

13. (New) A convertible vehicle having a front and a rear, and comprising a
bodyshell locally defining a rear boot which is provided with a hood, a roof
collapsible into said rear boot, and, first pivot means and second pivot means which
are adapted for allowing said hood to swivel with respect to the bodyshell, from said
rear towards said front and from said front towards said rear, respectively, each of
said first and second pivot means comprising:

- a base fixed to said bodyshell of the vehicle,
- a body attached to the hood through hinge means, said body comprising a
first assembly element adapted for reversibly engaging a second assembly element
by means of first and second runner surfaces respectively fitted to the first assembly
element and to the second assembly element, said second assembly element being
attached to said base and said first and second runner surfaces being engaged
together only at a final portion of said swivelling of the hood relative to the bodyshell,
for guiding the hood along said final portion, up to a locked position in which said
hood is locked on said bodyshell,

- reversible locking means comprising a first engaging means movably connected to the base along a displacement track of a reversible locking direction and adapted for reversibly engaging a second complementary engaging means connected to the first assembly element so as to lock the body to said base, in said locked position, the first engaging means and the second complementary engaging means having a first contact surface and a second contact surface, respectively,

- control means to bring the second complementary engaging means across the displacement track of the corresponding first engaging means, along an engagement direction transversal to said reversible locking direction,

- wherein the respective first and second contact surfaces are so designed that while said first contact surface is engaging said second contact surface, along at least a major portion of the movement of the first engaging means on said displacement track, said first engaging means is applying a essentially constant pressure on the corresponding second complementary engaging means.

14. (New) A convertible vehicle having a front and a rear, and comprising a bodyshell locally defining a rear boot which is provided with a hood, a roof collapsible into said rear boot, and, first pivot means and second pivot means which are adapted for allowing said hood to swivel with respect to the bodyshell, from said rear towards said front and from said front towards said rear, respectively, each of said first and second pivot means comprising:

- a body fixed to said bodyshell of the vehicle,

- a base attached to the hood through hinge means, said body comprising a first assembly element adapted for reversibly engaging a second assembly element by means of first and second runner surfaces respectively fitted to the first assembly element and to the second assembly element, said second assembly element being attached to said body and said first and second runner surfaces being engaged together only at a final portion of said swivelling of the hood relative to the bodyshell, for guiding the hood along said final portion, up to a locked position in which said hood is locked on said bodyshell,

- reversible locking means comprising a first engaging means movably connected to the body along a displacement track of a reversible locking direction and adapted for reversibly engaging a second complementary engaging means connected to the first assembly element so as to lock the base to said body, in said

locked position, the first engaging means and the second complementary engaging means having a first contact surface and a second contact surface, respectively,

- control means to bring the second complementary engaging means across the displacement track of the corresponding first engaging means, along an engagement direction transversal to said reversible locking direction,

- wherein the respective first and second contact surfaces are so designed that while said first contact surface is engaging said second contact surface, along at least a major portion of the movement of the first engaging means on said displacement track, said first engaging means is applying a essentially constant pressure on the corresponding second complementary engaging means.

15. (New) The convertible vehicle of claim 13 or 14, wherein said first contact surface is curved along said reversible locking direction.

16. (New) The convertible vehicle of claim 15, wherein said second contact surface is curved.

17. (New) The Vehicle set forth in claim 13 or 14, wherein at least one of the first and the second contact surfaces has an initial pressure zone where, during locking, the contact is initiated between said first and second contact surfaces, the initial pressure zone being angulated relative to said reversible locking direction of the corresponding first engaging means and being interposed on the displacement track of said first engaging means, so that said first engaging means displaces the corresponding second complementary engaging means along said engagement direction, by applying a pressure that initially increases, as the contact between said first and second contact surfaces develops, before said pressure becomes and remains substantially constant, while said second complementary engaging means substantially stops moving along said engagement direction.

18. (New) The vehicle set forth in claim 13, wherein the first engaging means is swivelly mounted relative to the corresponding base, around a swivel axis.

19. (New) The vehicle set forth in claim 14, wherein the first engaging means is swivelly mounted relative to the corresponding body, around a swivel axis.

20. (New) The vehicle set forth in claim 13 or 14, wherein said first contact surface of the first engaging means extends at least essentially along a circle having a centre located on said swivel axis.

21. (New) The vehicle set forth in claim 18 or 19, wherein said first contact surface of the first engaging means extends at least essentially along a circle having a centre located on said swivel axis.

22. (New) The vehicle set forth in claim 13 or 14, wherein

- each first engaging means comprises a hook,
- the first contact surface of said first engaging means is curved along said reversible locking direction, and
- the corresponding second contact surface of the second complementary engaging means is also curved.

23. (New) The vehicle set forth in claim 13 or 14, wherein the first runner surface is located on a substantially wedge-shaped male element of the first assembly element adapted to engage a substantially wedge-shaped female cavity element of the second assembly element.

24. (New) The vehicle set forth in claim 13, wherein:

- the first engaging means is swivelly mounted relative to the corresponding base, and
- at least some of the second and first contact surfaces respectively belong to a backup support of the first assembly element and to the first engaging means, said first engaging means being adapted for gripping with said backup support so as to:
 - lean against it, during locking, while the first assembly element has not yet reached its locked position, along said engagement direction, and
 - accompany a final portion of the swivel movement of said first assembly element, and thus that of the hood, down to said locked position.

25. (New) The vehicle set forth in claim 14, wherein:

- the first engaging means is swivelly mounted relative to the corresponding body, and
- at least some of the second and first contact surfaces respectively belong to a backup support of the first assembly element and to the first engaging means, said first engaging means being adapted for gripping with said backup support so as to:
 - lean against it, during locking, while the first assembly element has not yet reached its locked position, along said engagement direction, and
 - accompany a final portion of the swivel movement of said first assembly element, and thus that of the hood, down to said locked position.

26. (New) The vehicle set forth in claim 13 or 14, wherein the second assembly element of each of said first and second pivot means comprises a third complementary engaging means adapted to be reversibly engaged by the corresponding first engaging means, and wherein, at the location of one of said first and second pivot means, the corresponding first engaging means engages the corresponding second complementary engaging element, whilst releasing the corresponding third complementary engaging element from engagement therewith, thus creating a hinge effect during swivelling of the hood, while at the location of the other of said first and second pivot means, the corresponding first engaging element releases both the corresponding second and third complementary engaging elements from being engaged therewith, so that the hood can be there distanced from the bodyshell, by swivelling around said created hinge.